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**Federal Aviation
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SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC

<http://www.faa.gov/aircraft/safety/alerts/>

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin advises you of an airworthiness concern for the following **Schempp-Hirth sailplanes**:

Model	Serial Number
Ventus-c	All (w/fuselage b)
Ventus-cT	All
Ventus-cM	All

Background

During flight in a Ventus-c, the bearing of the automatic control attachment separated from the fuselage port shell. Schempp-Hirth issued Technical Note Number 349-30 / 825-35, which includes procedures to check the fixed seat of the bearing of the automatic control attachment. If the bearing of the automatic control attachment is flexible or separated from the fuselage shell, further flight would be prohibited and the manufacturer should be contacted for further instructions.

The Luftfahrt-Bundesamt (LBA, the German airworthiness authority) has issued Airworthiness Directive D-2005-375 requiring an immediate inspection of the fixed seat of the bearing.

Note: Foreign ADs are not mandatory in the United States without FAA AD action. The Ventus-c, Ventus-cT, and Ventus-cM are not type certificated in the United States and

therefore do not meet the criteria for mandatory action. We do not issue ADs for sailplanes without U.S. type certification. However, these models could be operating in the United States with an experimental airworthiness certificate

Recommendation

Prior to further flight, we recommend you inspect the bearing tube to fuselage attachment per technical note requirements. Even if attachment is secure, we recommend modification of this connection as soon as possible.

For Further Information Contact

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